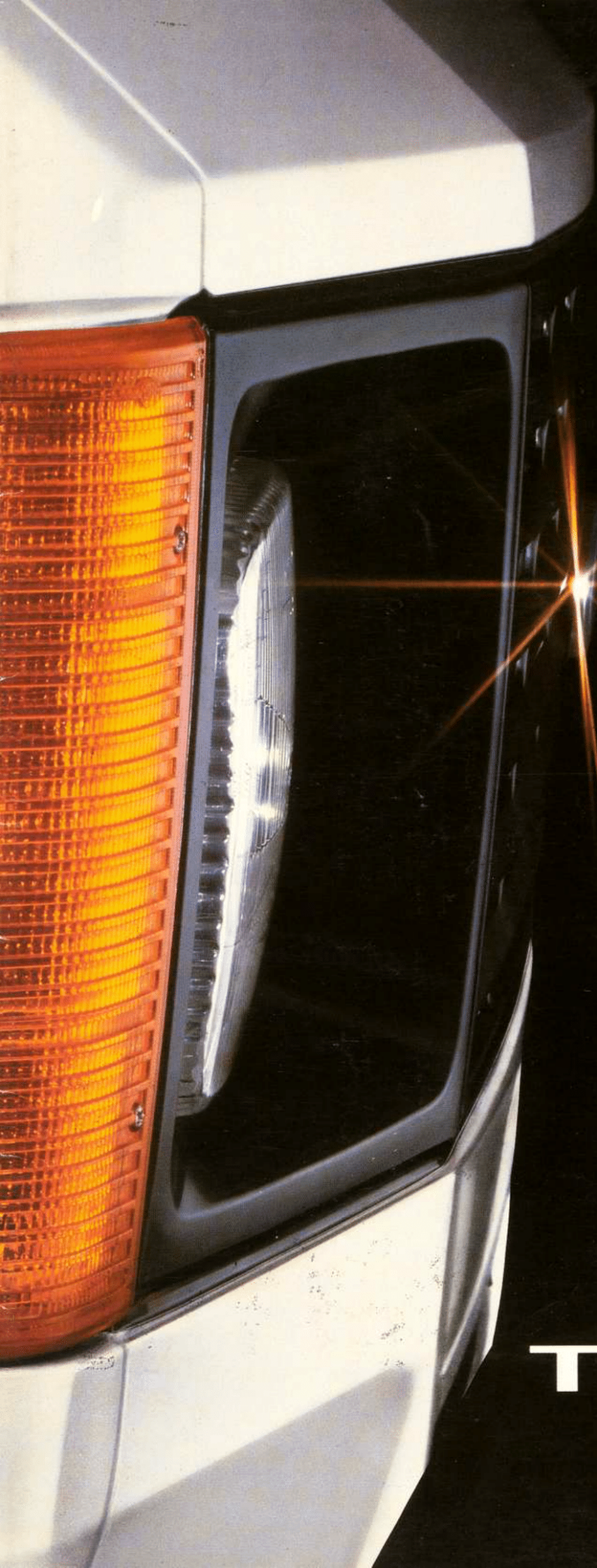




TRANSIT





TRANSIT



TRANSIT

Transit's fundamental design concept, which combines sturdiness of construction, lightness, ample width and durability, suits it ideally for both goods and personnel transport and provides benefits to the operator which are more than ever in demand in today's difficult economic climate:

- Low cost of operation
- High-efficiency load carrying
- First-class driver environment

The range of derivatives, from the luxurious passenger comfort of the Buses, to the rugged adaptability of the 175 Chassis Cab, enable Transit to meet the complete spectrum of operators' requirements without compromise. Within one, fully integrated model range, Transit alone offers 6 payload versions from 800 to over 2000 kg – a strong plus feature for fleetowners as component commonality helps reduce maintenance costs.

And of course, Transit has benefited from continuous development and refinement, resulting in a vehicle of outstanding all-round efficiency – and Europe's best selling vehicle in this class.

"Transit does it right"





THE CONCEPT, THE ADVANTAGES

Transit's design concept is to separate completely the three areas of loadspace, driver's cab and engine to ensure that each fulfils its function without compromise. All derivatives of Transit's wide range, some of which are illustrated in the following pages, share this no-compromise design which gives the following major advantages to the operator:

High Efficiency Load Carrying:

- Full length flat floor
- Low load height throughout
- Full height, rear and side access
- Multiple door combinations on vans and kombis
- Strong flat ladder frame for chassis derivatives
- Availability of long and short wheelbases

First Class Driver Environment:

- Seating behind, not over the front axle
 - Excellent ease of entry and exit for delivery operations
 - Comfortable ride with seating within the wheelbase
 - Car-like driving position
- Superior safety with the engine in front of, not beneath or behind the driver
- Highly specified trim and equipment levels
- Ability to seat three across the cab

Low Cost of Operation:

- Engine located in completely separate compartment gives outstanding service accessibility minimising down time and costs
- Minimal service requirements
- Range of proven economical petrol and diesel engines



TRANSIT SHORT WHEELBASE VAN/KOMBI

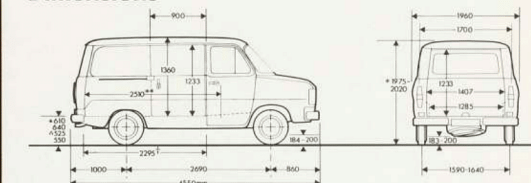
The most popular Transit models: the short wheelbase Van and Kombi are available in three payload versions with a wide range of optional equipment.

Loadspace

- Load Length 2.51 m
- Load Width 1.70 m
- Load Height 1.36 m
- Kombi
 - Optional passenger seats available in various combinations
 - Optional floor mat, side panelling and headlining in the loadspace for load protection and passenger comfort

- Capacity 5.4 m³
- Floor Area 4.06 m²

Dimensions



* Unladen. Dependent on model. † Laden. Dependent on model.

** Measured from rearmost point of driver's fixed seat runner to inside edge of rear doors at floor level.

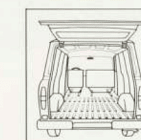
† Measured from rear of bulkhead (when fitted) to inside edge of rear doors at floor level.

Weights

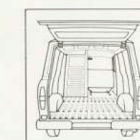
Van	Petrol			Diesel	
	80	100	120	100	120
Standard Engine L/Kw	1-6/48	1-6/48	1-6/48	2-4/45.7	2-4/45.7
Kerbweight kg	1210	1250	1355	1390	1383
Payload kg	860	1150	1195	1110	1192
GVM kg	2070	2400	2450	2500	2575

Kombi	Petrol			Diesel	
	80	100	120	100	120
Standard Engine L/Kw	1-6/48	1-6/48	1-6/48	2-4/45.7	2-4/45.7
Kerbweight kg	1254	1264	1342	1274	1352
Payload kg	866	1136	1208	1226	1223
GVM kg	2120	2400	2450	2500	2575

Bulkheads (inset illustration shows optional full bulkhead)



No Bulkhead



Optional Half Bulkhead

Door Combinations (18 alternatives)

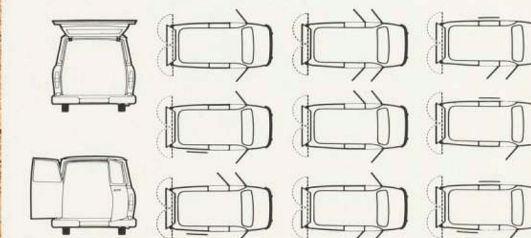


Illustration shows optional L Pack



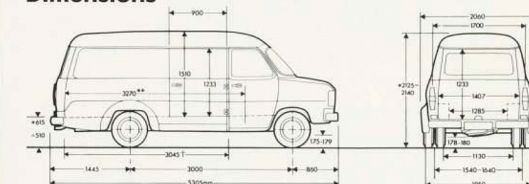
TRANSIT LONG WHEELBASE VAN/KOMBI

There are four long wheelbase (3000 mm) versions. Three have twin rear wheels and suspensions engineered to handle heavy loads.

Loadspace

- Load Length 3.27 m
- Load Width 1.70 m
- Load Height 1.51 m
- Capacity 7.7 m³
- Floor Area 5.16 m²

Dimensions



*Unladen † Laden.

**Measured from rear most point of driver's fixed seat runner to inside edge of rear doors at floor level.

†Measured from rear of bulkhead (when fitted) to inside edge of rear doors at floor level.

Weights

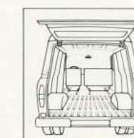
Van	Petrol		
	130	160	175
Standard Engine L/Kw	20/57	20/57	20/57
Kerbweight kg	1430	1437	1447
Payload kg	1370	1663	1818
GVM kg	2800	3100	3265

Van	Diesel		
	130	160	175
Standard Engine L/Kw	24/45.7	24/45.7	24/45.7
Kerbweight kg	1554	1558	1568
Payload kg	1446	1592	1752
GVM kg	3000	3150	3320

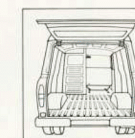
Kombi	Petrol		
	130	160	175
Standard Engine L/Kw	20/57	20/57	20/57
Kerbweight kg	1505	1513	1529
Payload kg	1295	1587	1736
GVM kg	2800	3100	3265

Kombi	Diesel		
	130	160	175
Standard Engine L/Kw	24/45.7	24/45.7	24/45.7
Kerbweight kg	1629	1633	1649
Payload kg	1371	1517	1671
GVM kg	3000	3150	3320

Bulkheads (inset illustration shows optional full bulkhead)



No Bulkhead



Optional Half Bulkhead

Door Combinations

As for the short wheelbase model with the exception of the sliding side load door.

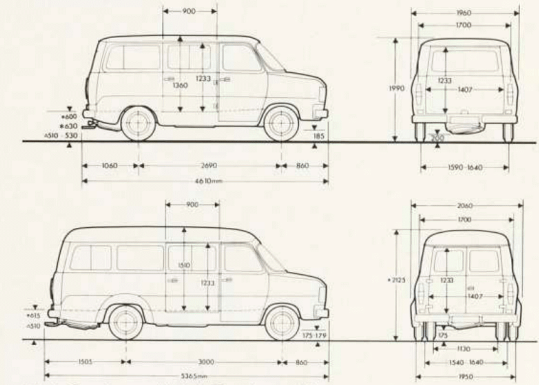




TRANSIT BUS

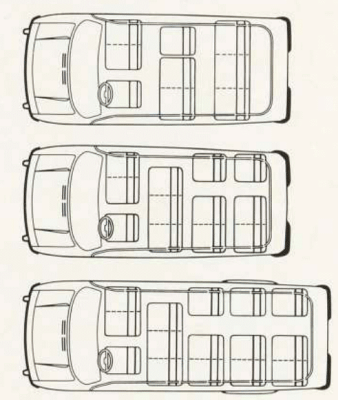
- Short wheelbase: 9 or 12 seats
- Long wheelbase: 15 seats
- Smooth, quiet ride
- Comfortable foam-filled seats, luxury car-like trim
- Ample interior width provides wide seats and gangway
- Easy access
 - Two front doors and a double rear door (tailgate on 9 seaters). Low step heights to passenger areas
 - Side load door with automatic swing-out step (standard on 9 seaters, optional on others)

Dimensions



*Unladen. Dependent on model / Loden. Dependent on model.

Seat availability (inset illustration shows 9 seat model)



Weights

Bus	Petrol		
	9 Seater	12 Seater	15 Seater
Standard Engine L/Kw	16/48	16/48	20/57
Kerbweight kg	1351	1369	1641
Payload kg	879	1081	1459
GVM kg	2230	2450	3100
Diesel			
Standard Engine L/Kw	24/45.7	24/45.7	24/45.7
Kerbweight kg	1499	1517	1765
Payload kg	831	1033	1385
GVM kg	2330	2550	3100

Door combinations (see text above)

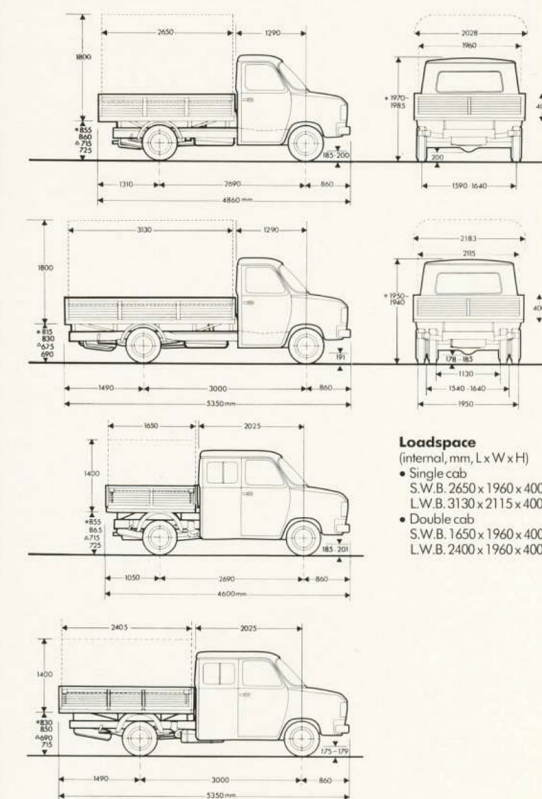
Illustration shows optional L Pack



TRANSIT FLOAT/DOUBLE CAB FLOAT

- Available in short or long wheelbase
- Comfortable and roomy cab interior
- Double cab version carries workcrew of up to 6 men plus their tools and equipment
- Hoops and tarpaulin available as optional extra

Dimensions



Loadspace
(internal, mm, L x W x H)

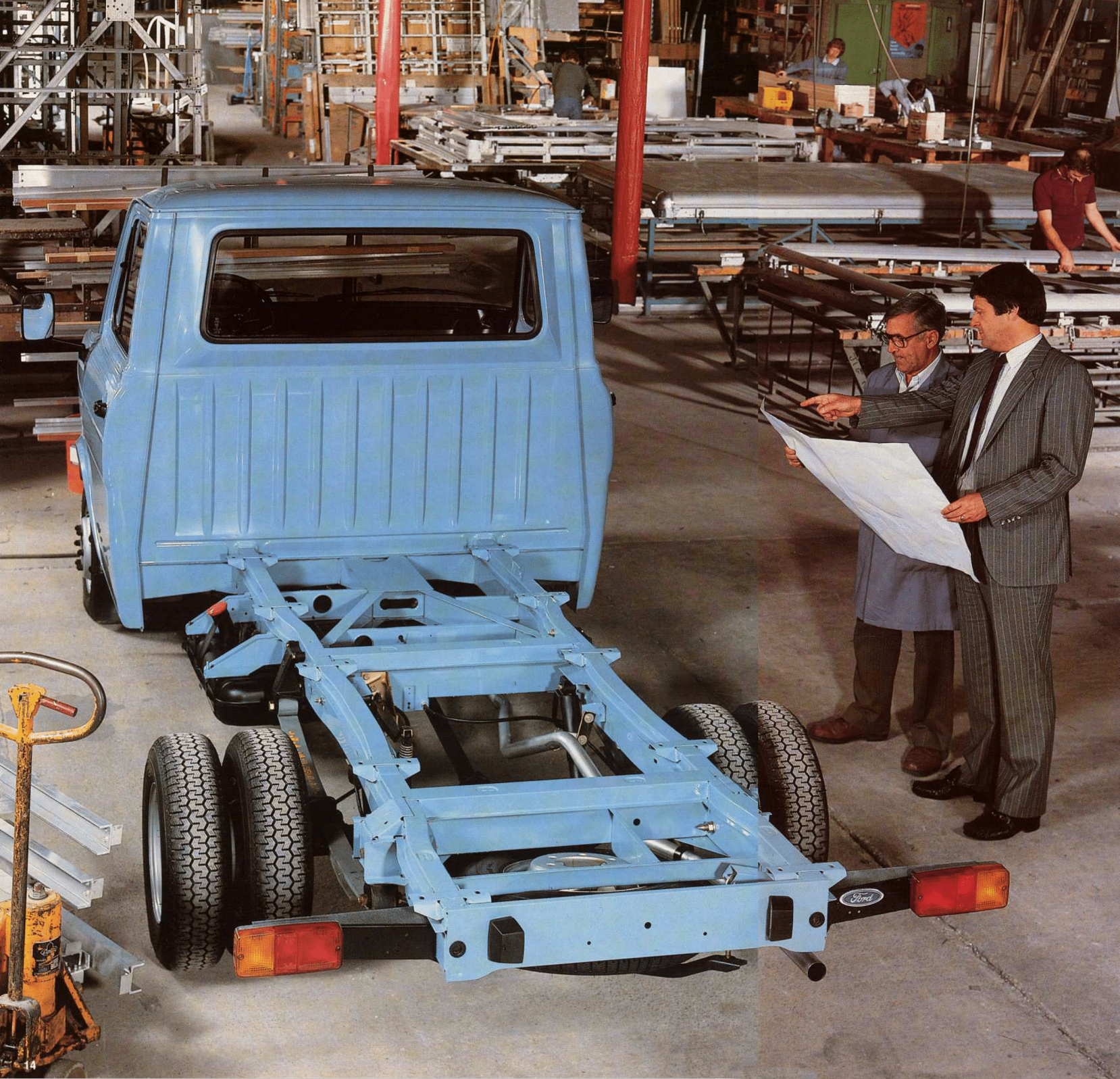
- Single cab
S.W.B. 2650 x 1960 x 400
L.W.B. 3130 x 2115 x 400
- Double cab
S.W.B. 1650 x 1960 x 400
L.W.B. 2400 x 1960 x 400

*Unladen. Dependent on model. △ Laden. Dependent on model.

Weights

Float (Zinc Iron)		Petrol				
	100	120	130	160	175	
Standard Engine L/Kw	1.6/48	1.6/48	2/57	2.0/57	2.0/57	
Kerbweight kg	1228	1260	1452	1460	1472	
Payload kg	1172	1290	1348	1690	1793	
GVM kg	2400	2450	2800	3150	3265	
		Diesel				
Standard Engine L/Kw	2.4/45.7	2.4/45.7	2.4/45.7	2.4/45.7	2.4/45.7	
Kerbweight kg	1359	1387	1576	1580	1580	
Payload kg	1091	1188	1424	1570	1740	
GVM kg	2450	2575	3000	3150	3320	

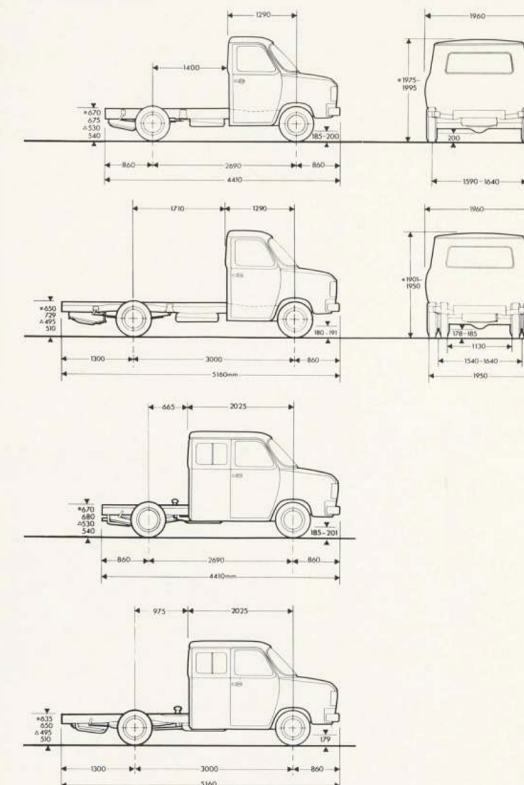
Double Cab Float (Zinc Iron)		Petrol		
	100	120	130	
Standard Engine L/Kw	1.6/48	1.6/48	2.0/57	
Kerbweight kg	1313	1355	1554	
Payload kg	1087	1195	1246	
GVM kg	2400	2450	2800	
		Diesel		
Standard Engine L/Kw	2.4/45.7	2.4/45.7	2.4/45.7	
Kerbweight kg	1424	1466	1678	
Payload kg	1026	1109	1322	
GVM kg	2450	2575	3000	



TRANSIT CHASSIS CAB/ DOUBLE CAB

- All the cab features of other Transit models plus the facility to fit special bodies
- Transit's strong ladder frame (rather than monocoque construction) makes it particularly well suited for specialist body fitment

Dimensions



*Unladen. Dependent on model Δ Laden. Dependent on model.

Weights

Chassis Cab	Petrol					
	100	120	100L	130	160	175
Standard Engine L/Kw	1.6/48	1.6/48	20/57	20/57	20/57	20/57
Kerbweight kg	1023	1065	1128	1225	1233	1233
Body and Payload kg	1377	1485	1322	1575	1867	2032
GVM kg	2400	2450	2450	2800	3100	3265

Chassis Double Cab (lhd only)	Petrol		
	100	120	130
Standard Engine L/Kw	1.6/48	1.6/48	20/57
Kerbweight kg	1165	1207	1368
Body and Payload kg	1235	1343	1432
GVM kg	2400	2550	2800

	Diesel		
Standard Engine L/Kw	2.4/45.7	2.4/45.7	2.4/45.7
Kerbweight kg	1276	1318	1492
Body and Payload kg	1174	1257	1508
GVM kg	2450	2575	3000

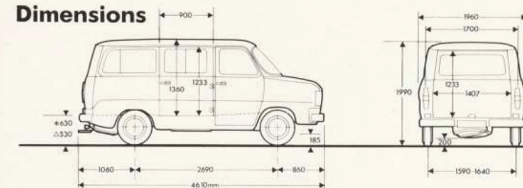


TRANSIT GHIA BUS

The new Ford Transit Ghia Bus offers luxurious transport for up to 9 people. Based on the 'L' Bus, the additional Ghia features include:

- Special exterior paintwork, including metallic silver (See page 31)
 - 2.0 litre OHC petrol engine (2.4 diesel on special application)
 - Grille-mounted, square halogen driving lamps
 - Head restraints on front seats
 - 'Ghia' interior cloth trim in Shark Grey and cut-pile Shark Grey carpeting throughout
 - Multi-function digital clock
 - Courtesy light for rear compartment floor area
 - Optional tilting glass sunroof
- Available in lefthand drive only.

Dimensions



*Unladen. Dependent on model. Δ. Laden. Dependent on model.

Seat layout (as 9 seat bus)

Weights

Ghia Bus	9 Seater		
Standard Engine L/Kw (petrol)	1.6/48	Opt. engine L/Kw (diesel)	2.4/45.7
Kerbweight kg	1351	Kerbweight kg	1499
Payload kg	879	Payload kg	831
GVM kg	2230	GVM kg	2330





1



3

SPECIAL VEHICLE OPTIONS

In addition to the wide range of regular options, SVO caters for more unusual requirements, often in response to particular operator requests.

Some examples of SVO vehicles are illustrated below.

1. 4 x 4 Fire Fighting Vehicle
2. Fire Fighting and Control Vehicles
3. Hymecar Motor Caravan
4. Ambulance with high roof
5. Military Ambulance
6. Double Cab Van with 6 seats
7. 4 x 4 Kombi
8. Wrecker with electrically operated hoist
9. Police Crew Bus



4



5



8



2



6



7



9



FIRST CLASS DRIVER ENVIRONMENT

Transit's design concept, with seating within the wheel-base, provides easy cab entry/exit and excellent ride comfort. Coupled with the high level of equipment and trim the result is a first class driver and passenger environment. Extra luxurious L (lhd) and Custom (rhd) models are available.

Cab Entry, Roominess

- The wide, low step is behind the front wheel providing a door opening free of wheelarch intrusion.

- Engine intrusion is negligible so that:
 - For stop/start delivery work the driver can move across the cab to exit on the kerb side.
 - Cab/load space access is easy and three people can be seated comfortably.

Seating

- Driver's seat adjustable for reach and rake (for height also, in L and Custom versions).
- Single or dual passenger seat to utilise the generous width.
- Upholstery in Shark Grey Deep Embossed Vinyl or Shark Grey Random Stripe Cloth in L and Custom versions.

Low Noise, Smooth Ride

- Wide track suspension minimises harshness of ride and transmission of road noise, and gives a stable, comfortable ride.
- Cab insulated from mechanical noise as standard.
- Optional quietness pack further reduces noise to a remarkably low level.

Instruments, Controls

- 3 lever system keeps major controls close to hand.
- Full complement of clear instrumentation and minor controls grouped in binnacle.

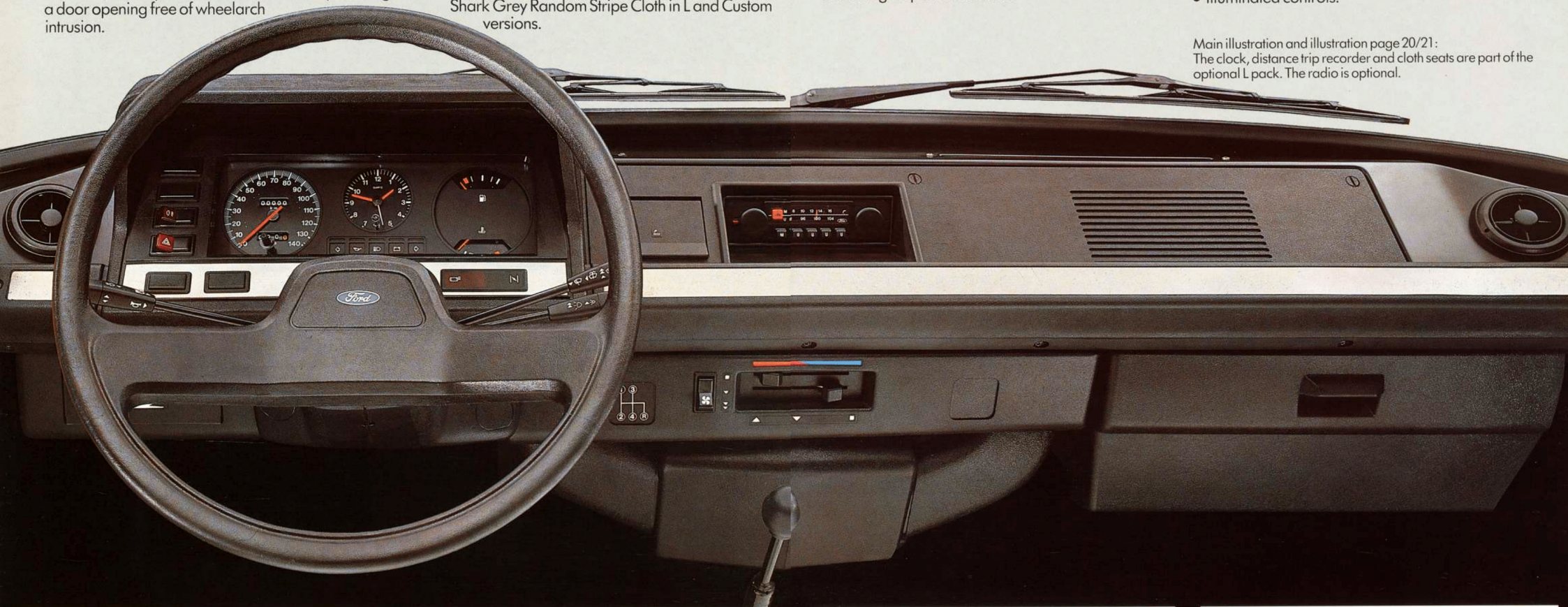
Stowage

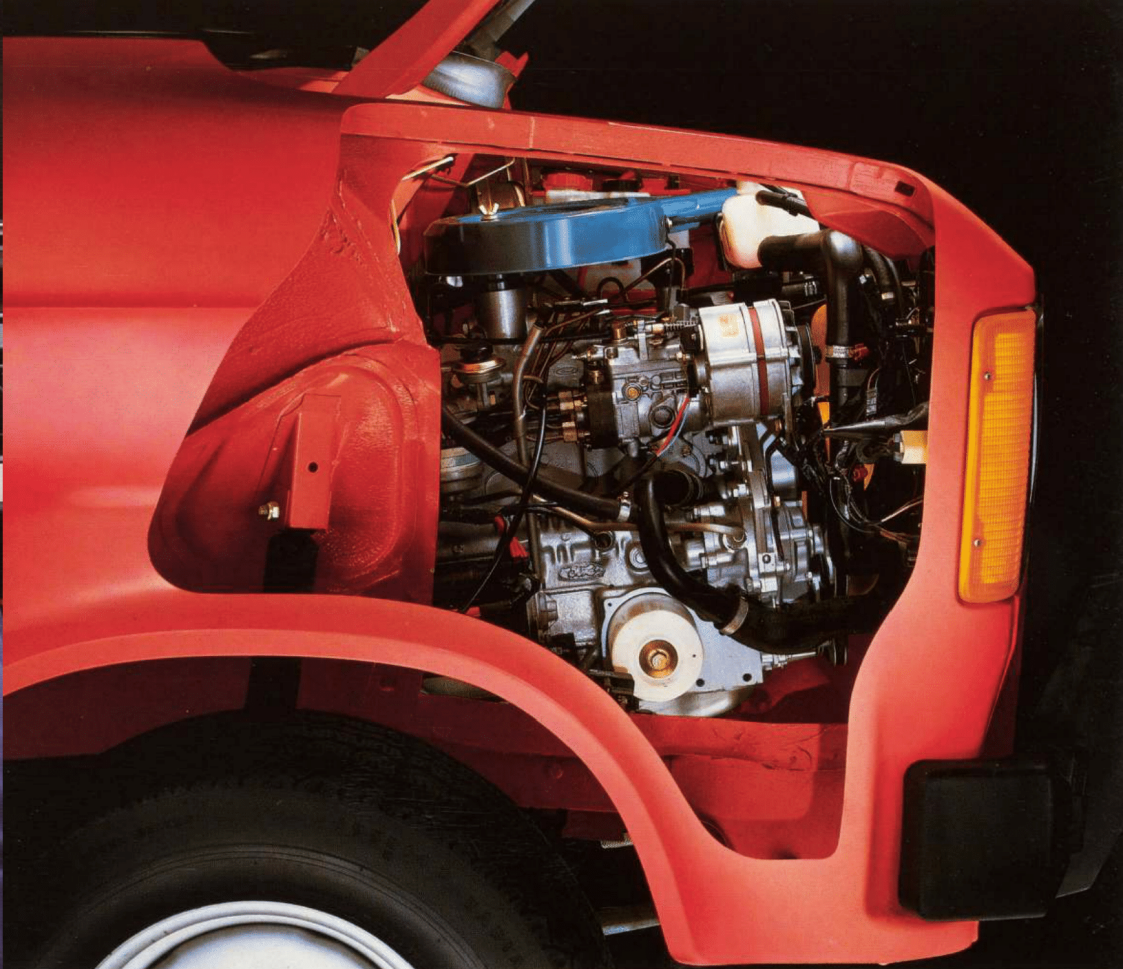
- Large glovebox, lidded in L Custom models (Figure 1).
- For delivery paperwork there's a retaining lip on the fascia (Figure 2).
- Large door mounted stowage bins—driver's door only on standard models (Figure 3).
- Pen/ticket sleeve behind driver's sun visor (Figure 4).

Heating

- Powerful heater/demister with two speed fan.
- Fascia mounted "eyeball" ventilation.
- Illuminated controls.

Main illustration and illustration page 20/21:
The clock, distance trip recorder and cloth seats are part of the optional L pack. The radio is optional.



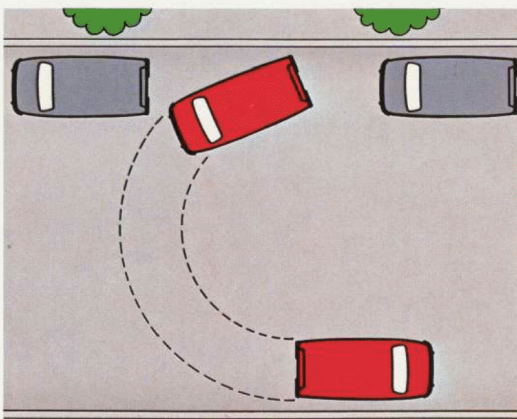


EXCELLENT DRIVEABILITY

Transit now features a new 24:1 ratio steering box and slightly larger two spoke steering wheel. This results in a reduction of up to 20% in steering effort.

L and Custom Pack models are fitted with a 'soft feel' version of the new steering wheel.

The excellent driving position, with all controls conveniently and safely within reach makes Transit a pleasure to drive. The new lighter steering together with an already tight turning circle enhances driveability by providing easy manoeuvrability, while power assisted brakes—discs at front and drums at rear—give low-effort stopping.



Turning Circle

	Kerb to Kerb	Wall to Wall
Short wheelbase	10.50 m	11.23 m
Long wheelbase	11.79 m	12.29 m

POWER AND ECONOMY

From a range of three engines there is one which will give you the optimum combination of performance and fuel economy for your operation—whether it is the stop-

start of urban delivery or high speed inter-city distribution. All engines will give you high levels of economy and reliability.

Petrol engines

There are two:

- 1.6 litre OHC-48Kw (65PS)
- 2.0 litre OHC-57Kw (78PS)

The OHC engines fitted to the Transit range incorporate:

- Short rigid crankshaft with large bearing areas, for durability.
- Cross-flow cylinder head, for efficiency.
- Deep skirt cylinder block for rigidity.

All have been engineered to have the unique engine characteristics required for commercial vehicle usage.

Diesel engine

- 2.4 litre-45.7Kw (62PS)

The diesel engine option is available in all Transit variants (except LHD 80 models).

Dependent upon your type of operation, annual mileage and the price of diesel fuel relative to petrol, a diesel engine can offer substantial fuel cost savings compared with petrol engines. Your Ford dealer will be able to advise you further.

The Ford 2.4 litre diesel is fitted with glow-plug cold start equipment for the simplest and most effective starting procedure available.

Full technical details are included on page 31.

LOW COST OF OWNERSHIP

Transit's low cost of ownership stems from its design concept – its economical engines, its ease of service, its durability and ultimately its high resale value. The importance of good aerodynamics is frequently overlooked in a vehicle of this kind, but Transit's first class drag factor provides valuable assistance to its economical petrol and diesel engines in achieving excellent fuel economy – the single largest factor in cost of operation. Transit's fuel consumption is low – for example:

100 Van, Kombi, 9 seat Bus		
	2.0l Petrol and 4.11:1 axle	2.4l Diesel and 4.11:1 axle
In town traffic	12.2l per 100 km	10.7l per 100 km
Constant 90 kph	10.2l per 100 km	9.7l per 100 km

DIN 70030 part 1

The thermostatically controlled fan, fitted to all Transit engines, operates only when cooling is required, thus saving power and fuel.

Transit's fully integrated, wide model range, offering a high degree of component commonality for fleet owners, helps to reduce maintenance and repair costs.

A further major contribution to Transit's low cost of ownership is provided by minimal service needs and excellent component access.

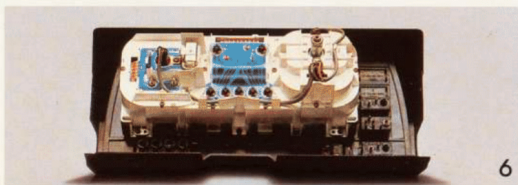
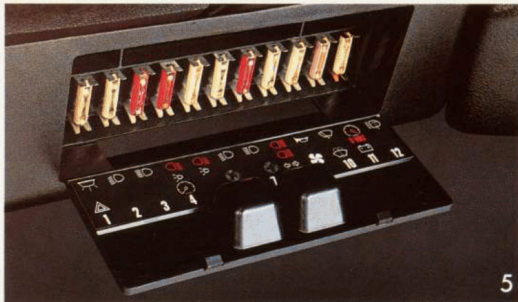
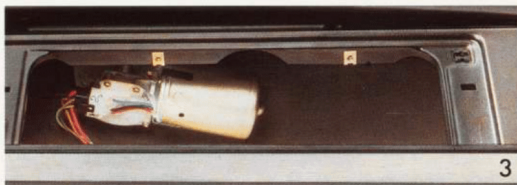
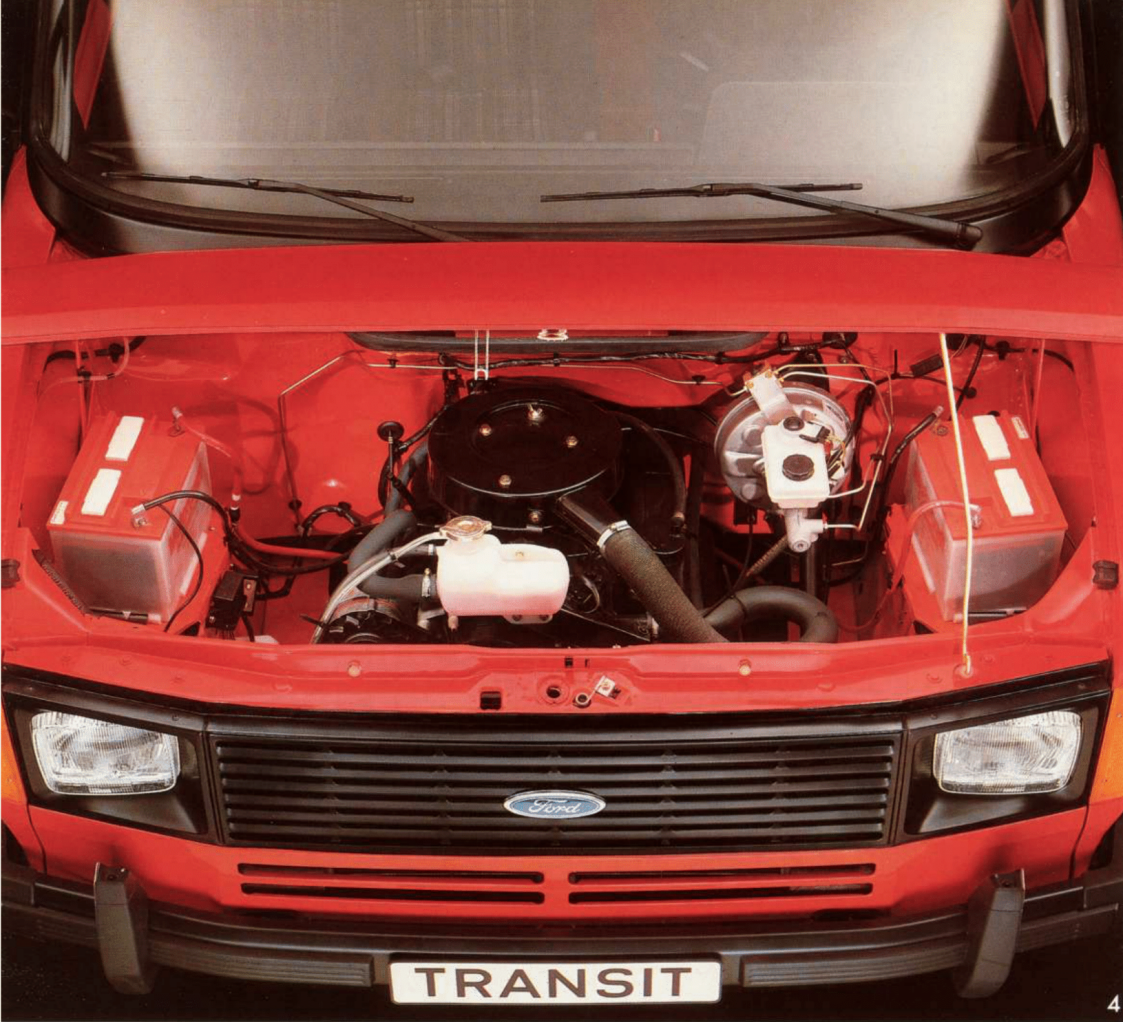
Service Intervals are:

- 20,000 km major/10,000 km minor (petrol)
- 15,000 km major/7,500 km minor (diesel)

Transit is designed for easy accessibility to all items requiring periodic service and great attention has been paid to reparability.

- Full width hood opening for routine servicing.
- Easily removable grille for fast engine withdrawal.
- Brakes are self-adjusting and front and rear brake wear can be checked without removing wheels.
- See-through containers for brake, washer, and battery fluids.
- Sealed cooling system with see-through header tank for diesel engines, needs no topping up.
- Fuse box located in the cab. Fuses are clearly marked for circuit identification and rapid replacement.
- Multiplug connectors to printed circuit instrument panel.
- Wiring loom contains auxiliary circuits for later fitment of optional items such as radio, cigar lighter.
- Wiper motor is easily accessible beneath a quick release panel in the fascia.
- Sump can be removed without removing the engine.
- Easy to service heater unit.

- 1. Thermoviscous Fan
- 2. Optional Overdrive (only available in Europe)
- 3. Wiper Motor Access
- 4. Ease of Engine Access (Diesel Engine illustrated)
- 5. Fuse Box
- 6. Printed Circuit Instrumentation
- 7. Easily removable grille for fast engine withdrawal.



STRENGTH AND DURABILITY

Transit is built strong where it matters – to take those everyday knocks and a lot more besides. But skilled design has achieved a remarkably light vehicle. Transit has the lightest kerbweight in its class which maximises fuel economy and payload efficiency.

Transit's sophisticated anti-corrosion protection, scientifically applied as an integral part of the manufacturing process, means that Transit's efficiency is built to last even longer.

The bodyshell undergoes an extensive and extremely thorough preparation and painting process before reaching the final assembly line. Three distinct elements within that process give Transit its outstandingly effective corrosion protection:

Cathodic Electrocoat

The heart of the corrosion protection process is an advanced technology Cathodic electrocoat primer which has inherently superior corrosion inhibiting properties. (Figure 1.)

The enhanced 'penetrating power' of the cathodic process enables the primer to coat the most inaccessible and potentially vulnerable parts of the structure. (Figure 2).

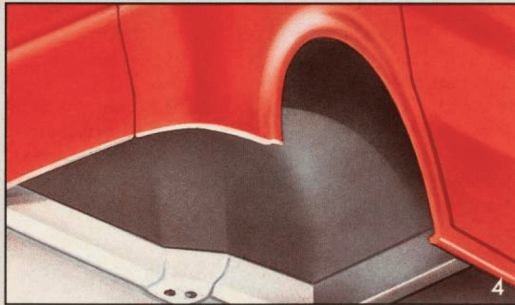
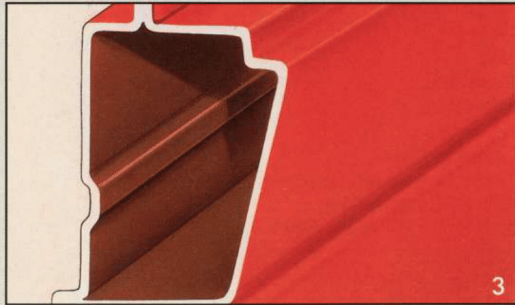
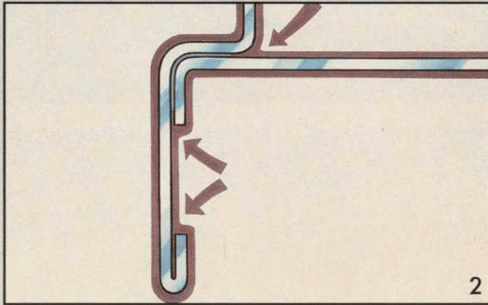
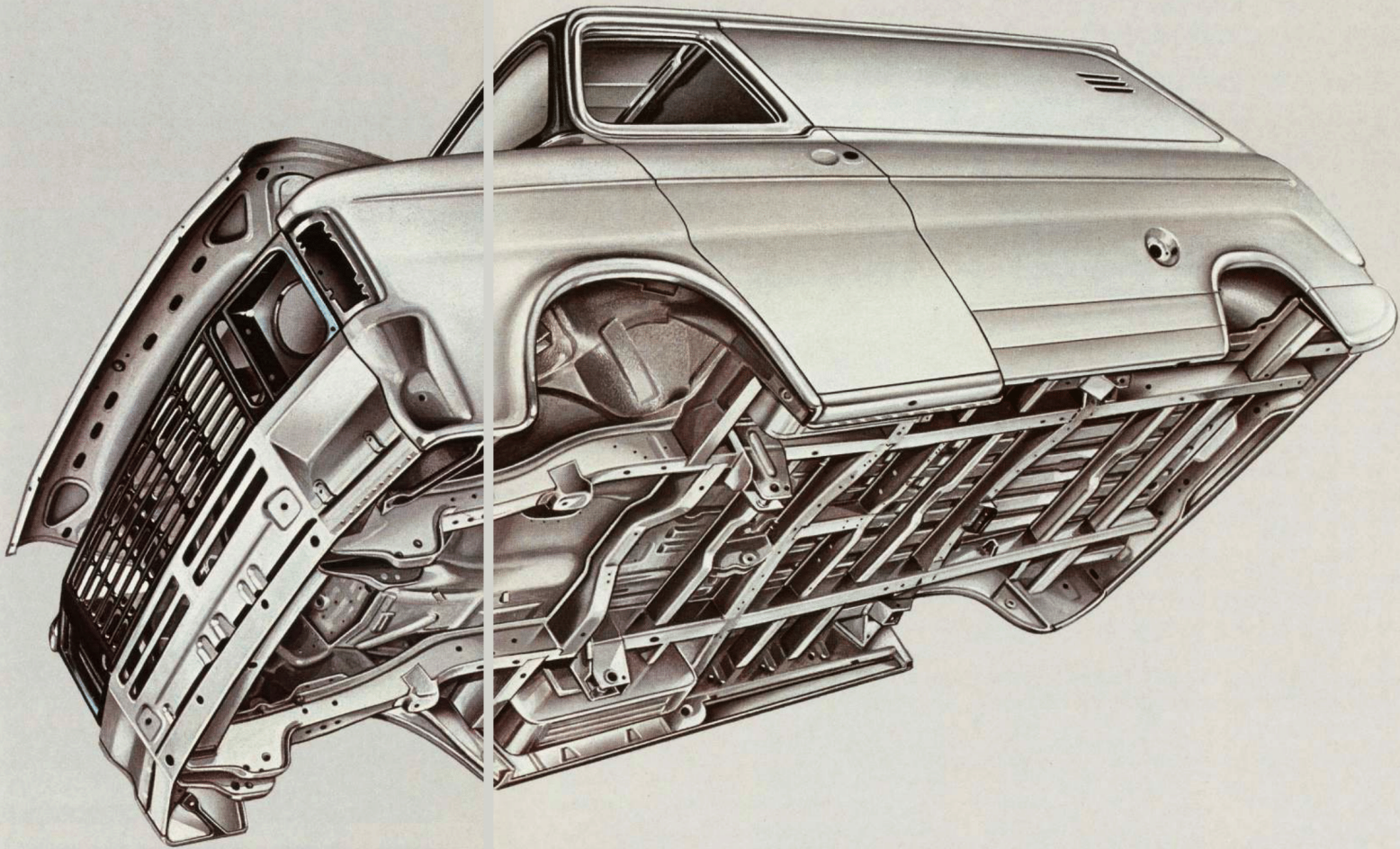
Additionally, the Cathodic system provides very effective 'raw edge' protection to the vulnerable edges of door panels and other areas liable to damage from stone chippings, by inhibiting corrosion creepage from paint scratches.

Wax Injection

Internal cavities, such as rocker panels, doors and cross members, are treated with a special wax. Spray equipment atomises the wax to ensure that it is distributed uniformly over all cavity interior surfaces. (Figure 3).

PVC Underbody Protection

Stone chippings can severely damage the vehicle underbody around the wheelarches. Accordingly wheelarches and the adjacent underbody areas are treated with a tough, resilient PVC coating. (Figure 4).



TRANSIT RANGE – “Whatever you do there’s a Transit to help you do it right”

Transit is Europe’s only fully integrated model range offering 6 payloads from 800 to over 2000kg. The range, from the luxurious Buses to the rugged Chassis Cabs,

enables Transit to meet fully the complete spectrum of operators’ requirements. Choose from the following 74 models.

2 Wheelbases	2690 mm			3000 mm		
3 Engines	Std. 1.6 litre Petrol 48 Kw (65 PS)	Std. 1.6 litre Petrol 48 Kw (65 PS) Opt. 2.0 litre Petrol 57 Kw (78 PS) 2.4 litre Diesel 45.7 Kw (62 PS)		Std. 2.0 litre Petrol 57 Kw (78 PS) Opt. 2.4 litre Diesel 45.7 Kw (62 PS)		
6 Payload Versions	80	100	120	130	160	175
Van						
Petrol GVW kg Diesel GVW kg	2070	2400 2500	2450 2575	2800 3000	3100 3150	3265 3320
Kombi						
Petrol GVW kg Diesel GVW kg	2120	2400 2500	2450 2575	2800 3000	3100 3150	3265 3320
Bus		9-Seater 	12-Seater 	15-Seater 		
Petrol GVW kg Diesel GVW kg		2230 2330	2450 2550	3100 3100		
Float						
Petrol GVW kg Diesel GVW kg		2400 2450	2450 2575	2800 3000	3100 3150	3265 3320
Double Cab Float						
Petrol GVW kg Diesel GVW kg		2400 2450	2450 2575	2800 3000		
Chassis Cab						
Petrol GVW kg Diesel GVW kg		2400 2450	2450 2575	2800 3000	3100 3150	3265 3320
Chassis Double Cab Only available lhd						
Petrol GVW kg Diesel GVW kg		2400 2450	2450 2575	2800 3000		

Colours and Trim

Transit is available in a choice of nine single tone paint colours: 5 basic colours and 4 fashion colours. There are also two levels of trim: Standard and L Pack.

Basic Colours

- These colours remain unchanged from year to year so that operators can, if they wish, adopt them as permanent fleet colours. The same base colours are also available on A Series, Cargo, and Transcontinental model ranges

Fashion Colours

- These will change from time to time with new and exciting colours introduced on each occasion

Basic colours

White
Grey
Red
Light Blue
Dark Blue

Standard Trim

Shark Grey Deep Embossed Vinyl
L Pack/Custom Trim
Shark Grey Random Striped Cloth

Fashion colours

Indian Red
Rhombus Beige
Meadow Green
Saffron Yellow

Please ask your dealer for a colour guide which shows the paint colour and trim available by model.

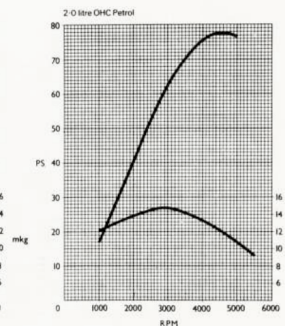
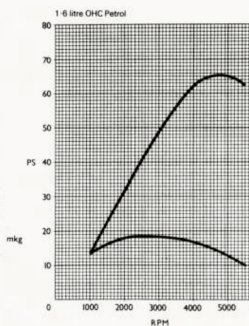
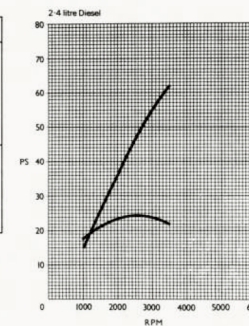
TECHNICAL DATA

General Specifications		80	100	120	100L	130	160	175
Engine	1.6l Petrol	S	S	S	–	–	–	–
	2.0l Petrol	–	–	–	S	S	S	S
	2.4l Diesel	–	–	–	–	–	–	–
Clutch	215 mm	S	S	S	–	–	–	–
	230 mm (1.6l petrol only)	–	–	–	–	–	–	–
	240 mm (standard with 2.0l petrol & diesel)	–	–	–	S	S	S	S
	265 mm (diesel only)	–	–	–	–	–	–	–
Transmission	4 speed fully synchronised floor shift	S	S	S	S	S	S	S
	Ford C3 Automatic with 2.0l petrol engine	–	–	–	–	–	–	–
Rear Axle Ratios: 1	4.11, 4.56, 4.63, 5.14, 5.83	Please check availability by model with your dealer.						
Brakes	Servo assisted disc/drum	S	S	S	S	S	S	S
Wheelbase	2690mm	S	S	S	–	–	–	–
	3000mm	–	–	–	S	S	S	S

		80	100	120	100L	130	160	175
Wheels	Pressed Steel	–	S†	S	S	S	S	S
	Pressed Steel Styled	S	S*	–	–	–	–	–
Steering	Recirculating Ball	S	S	S	S	S	S	S
Turning Circle	Wall to Wall 11.23m	S	S	S	–	–	–	–
	12.29m	–	–	–	S	S	S	S
Fuel Tank	42 litres	S	S	S	–	–	–	–
	68 litres	–	–	–	S	S	S	S
Electrical System	Alternator 35 amp	S	S	S	S	S	S	S
	With 1.6l & 2.0l petrol –330A/65RC	S	S	S	S	S	S	S
	–440A/75RC	–	–	–	–	–	–	–
	–68 amp hr	–	–	–	–	–	–	–
	With 2.4l diesel	S	S	S	S	S	S	S
	–2 x 68 amp hr	–	–	–	–	–	–	–
†Chassis Cab		△ Available amps for cold start			S-Standard			
*Van, Kombi, 12 Seater Bus		△△ Reserve capacity			O-Optional			

Engine Specifications	2.4 litre Diesel	1.6 litre Petrol LC	2.0 litre Petrol LC
Capacity cc	2360	1593	1993
Bore x Stroke mm	93.7 x 85.6	87.6 x 66.0	90.8 x 77.0
Max. power Kw (PS) at rpm	45.7 (62) at 3600	48 (65) at 4750	57 (78) at 4500
Max torque Nm (Mkg) at rpm	134.4 (13.7) at 2500	113 (11.2) at 2800	146 (15.0) at 2800
Compression ratio	21.5:1	8.1:1	8.1:1

Diesel Cold Start Equipment	
–10°C (Standard on all Diesel engined Transits)	
Standard – 1 x 68 amp hr battery with glow plugs	
Optional – 2 x 68 amp hr batteries	
–20°C	
Standard – 2 x 68 amp hr batteries with glow plugs and automatic excess fuel device	



Ford policy is one of continuous improvement. The right to change prices, specifications or equipment at any time without notice is reserved. For exact information about any particular model please consult your Ford Truck Specialist Dealer. This is a European catalogue. Illustrations do not necessarily depict vehicle specifications available in every market or the standard equipment level. All data given in this catalogue is subject to production variations. Dimensions and weights are approximate only and will vary according to model, whether the vehicle is laden or unladen, payload, options fitted, etc.

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